

Shipping

IMMIGRATION FROM EUROPE TO COME IN KOSMOS LINE STEAMERS

The Kosmos Line, a large German steamship company which is to open a service to the Hawaiian Islands from the first part of the new year, may make a strong bid for the business of transporting immigrants from Europe and Spain to the territory, according to advices received at Honolulu.

The Kosmos Line, which is believed to be a way supplant the service heretofore maintained by the Harrison Direct Steamship Company is also to open an office at this port on or about the first of 1913.

Practically all details for a call at least four large freight steamers in the Kosmos service at Honolulu during 1913 were settled at the time of the visit of Senator Norman Watkins General Superintendent for the Hawaiian Fertilizer Company, who spent some weeks on the coast, in perfecting arrangements for the advent of the Kosmos line into this field.

The first vessel in the Kosmos service is expected to call here along in April, followed each three months by a steamship of large tonnage. It is stated that the directors of the company have given a guarantee of at least four steamers for Honolulu during 1913.

Most of these vessels are well adapted to the transportation of steerage passengers. The Kosmos Line is declared, does a big business in both passengers and freight between Europe and the South American ports.

The route to be pursued by the vessels that are scheduled to visit Honolulu will include a start from Hamburg or Antwerp thence to Leth and London, and following a long steaming radius along the east coast of South America into the western ocean, the vessel may call at one or more ports along the coast of Chile there to take on shipments of nitrates destined for Honolulu.

The Kosmos steamers are to proceed to the coast following the discharge of nitrates at this port. The Pacific ports are believed will include San Diego, San Francisco, and then to Pigeon Sound.

In returning to Europe the Kosmos liners it is said will make no stops along the East coast of South America but will proceed to the Continent and the United Kingdom.

That the Kosmos Line will open its own office at Honolulu is believed certain in local shipping circles.

The vessels now engaged in a four-weekly service under the Kosmos house flag, which liners are trading along the west coast of South and North America, are of varying tonnage.

In the employment of Kosmos Line steamers in carrying Portuguese or Spanish immigrants from Europe to Hawaii, it is predicted that a material saving in the heavy expense attached to this class of business might be effected.

Raising the Newport.

The salvage steamer Salvor, Captain Stratford, with Captain W. H. Logan and the divers and salvage crew of the British Columbia Salvage Company of Esquimalt, have reached Balboa and are now engaged in raising the sunken Pacific Mail liner Newport.

The work is well under way, according to cable advices received by the marine department of the Chamber of Commerce. The Newport, which had arrived at the canal port from San Francisco with a large cargo of machinery, was lying alongside the dock about a month ago when the big warehouse collapsed and toppled over two 60-ton cranes which fell on the deck of the steamer. The Newport gradually settled and went down in thirty-five feet of water.

Considerable discussion is heard concerning the lack of proper salvage facilities at this port. With the exception of the Whitelaw Wrecking Company, which operates the wrecker Greenwood and provides salvage tackle, there are no other companies able to undertake a distant salvage job. The only available vessel to assist in raising the Newport was the Salvor, and she had to make a long run of 4000 miles from the north to Panama. She was sixteen days on the voyage. Chronicle.

Hyades Will Clean Up Island Sugars.

A rather small amount of sugar, it is expected, will be forwarded to the Coast in the Matson Navigation S. S. Hyades, which is scheduled to sail from Hilo for San Francisco on or about Sunday. The vessel left Honolulu on Tuesday evening after having discharged a large general cargo and a quantity of lumber. The Hyades is to call at Port Allen, Kapaemahu, Kahului and lastly at Hilo, leaving that port for the Coast. A considerable shipment of pineapples has been supplied the vessel.

Honolulu Off for the Islands.

The Matson Navigation steamer Honolulu, with passengers and a general cargo from the mainland, is reported to have sailed from San Francisco for Honolulu at noon today.

The vessel is due to reach this port on Wednesday, October 9.

Siberia Has Fair Oriental Freight.

Nine hundred tons of Oriental cargo are to be discharged from the Pacific Mail liner Siberia, upon arrival from Hongkong and Japan next Tuesday. This vessel is believed to bring a large number of Filipinos for the island sugar plantations.

Purser Kibling of the Inter-Island steamer Claudine reported the arrival of the American schooner Defender at Honolulu, the windjammer being sighted as the Claudine steamed past that port on last Monday evening.

The Claudine met with fair weather on the return trip. The steamer arrived with a varied cargo including a mill roller, 6 cords wood, 9791 feet of plank, 3441 feet flooring, 11,300 paving blocks and a quantity of empty bottles and drums, 45 barrels wax, 15 bales hides, 19 hogs and 264 packages sundries.

A rather small list of cabin and deck passengers returned to this port in the Claudine.

Schooner Kona to Load Sugar.

Sugar will be supplied the American schooner Kona destined for San Francisco refineries, and that vessel is now on the way from Ahukini to Hana, Maui. The windjammer was towed to sea on the last visit of the steamer Hall at the Garden Island port. At this season of the year the length of time consumed in sailing between the two island ports is problematical. The bark Nuuanu is about three weeks out from Honolulu to Hilo, with no signs of arrival at the Hawaii port.

Hall Bumps Into Choppy Seas.

The Inter-Island steamer W. G. Hall met with choppy seas and light winds on the return voyage from Kapaemahu to Honolulu. The vessel brought little cargo, her list including one auto and 55 packages sundries. Purser Mackenzie reports 3824 sacks sugar awaiting shipment at Ahukini.

Many Asiatics to Sail in Tenyo Maru. At least one hundred and fifty Japanese will depart for their native land in the Tenyo Maru, which sails for Oriental ports tomorrow evening. A wireless message received at the agency of Castle & Cooke today states that the vessel will arrive here at an early hour and, having no cargo for this port, should receive prompt dispatch. The Tenyo Maru will bring a later mail from San Francisco.

Germans Enter Philippine Trade.

NAPLES, Italy.—North Deutscher Lloyd people say that the visits of their steamships at Manila will be resumed in October on the next trip of the steamship Goeben. One boat a month for four months. The steamship Goeben on her next following trip will go on the Australian run. This line will go through the Panama Canal after 1915, cutting off eight days from the time made by going via the Suez Canal.

German Steamers to Japanese Ownership.

The sale of the N. D. L. steamers Devawongse and Loosok to a Japanese shipping firm, which was recently reported as about to take place, has not gone through, the Bangkok Times says, the expected purchasers failing to agree to certain clauses in the proposed agreement. The vessels will accordingly continue as before on the China ports, Singapore and Bangkok run.

Island Mounts for the Cavalry.

Seventy-one island-bred horses intended for the United States cavalry stationed in these islands, arrived in the Inter-Island steamer Maui this morning.

The animals stood the voyage in fine shape and they were accompanied from Kapaemahu to this port by a corps of veterinarians and assistants. The steamer Maui was favored with moderate seas and winds.

PASSENGERS ARRIVED

Per stmr. Claudine, from Hawaii and Maui ports.—F. Freudenberg, G. G. Leong, C. A. Doyle, Mrs. J. E. Brela, Mrs. Wright, John Gouvea, Mrs. Teixeira, Wm. Ayres, Albert Ayres, E. Battelle, S. F. Starrett, E. H. Paris, Mrs. C. W. North, A. F. Marques, W. A. F. Branco, W. C. Paschoel, F. M. Correa, Mrs. Konda, W. J. Coelho, Mrs. W. D. Kolb, Mrs. Chas. Adams, Mrs. C. Snyder, H. H. Gaylord, H. F. Giese, Higoehi, Chan Sang, A. Reinmann, J. E. Green, J. E. Gannan, A. R. Thapagang, F. J. Fitzpatrick, 52 deck.

Per stmr. Maui from Kapaemahu.—L. E. Case, Thos. Lindsay, Jas. Birder, H. N. Naai.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets
Sept. 30	6:27	1:17	6:58	5:34	5:52	5:45
1	7:22	1:17	6:15	5:35	5:52	5:44
2	8:34	1:17	7:40	5:22	5:53	5:43
3	9:50	1:18	10:24	5:07	5:53	5:42
4	11:09	1:18	11:54	7:09	5:54	5:41
5	12:00	1:19	—	7:30	5:54	5:40
6	12:50	1:19	0:50	7:57	5:50	5:34

Last quarter of the moon Oct. 30.

WEATHER TODAY

Temperature—6 a. m., 76; 8 a. m., 79; 1 p. m., 81; 12 noon, 84. Minimum last night, 74.

Wind—6 a. m., velocity 3, direction N.E.; 8 a. m., velocity 6, direction N.E.; 10 a. m., velocity 10, direction N.E.; 12 noon, velocity 9, direction N.E. Movement past 24 hours, 163 miles. Barometer at 8 a. m., 30.03. Relative humidity, 8 a. m., 63. Dew point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.679. Rainfall, 7.

ARRIVED

Tuesday, Oct. 1.

Japan ports—Maryland, U. S. S. p.

Wednesday, Oct. 2.

Hawaii via Maui ports—Claudine stmr., a. m.

Kauai ports—W. G. Hall, stmr., a. m.

DEPARTED

Tuesday, Oct. 1.

San Francisco—Kiauea, stmr., 5 p. m.

Kauai ports—Kinaiu stmr., 5 p. m.

Maui, Molokai and Lanai ports—Mikahala, stmr., 5 p. m.

San Francisco—Lurline, M. N. B. S. 7 p. m.

Wednesday, Oct. 2.

Hilo via way ports—Mauna Kea, stmr., 10 a. m.

KNOX-FISHER

(Continued from Page 1)

singlingly over the reef, and the waves that carried the canoe shoreward were of tiny proportions. The rush at express train speed in a smother of spume and flying spray that makes surfing at its best the most thrilling of experiences for the mainland, was lacking, much to the disappointment of the habitués, who were just as anxious for action as the visitors themselves were.

However, the Knox party thoroughly enjoyed themselves and went to their dressing rooms after an hour on the water well pleased with the afternoon's sport. While in Honolulu on the outward voyage Secretary Knox watched surfing parties with great interest, and expressed a desire to take a hand in the new game. So yesterday came a wireless from the Maryland, engaging a canoe for 4 o'clock. Everything was ready but the surf, and as above mentioned, that acted in a very sulky and ungracious manner.

Ran From Typhoon. Secretary Knox was enthusiastic about his trip to Japan, which, aside from the sad errand which took him there, was most enjoyable. With the exception of a couple of days, the voyage of the Maryland both going and coming was like a yachting trip on summer seas.

"We had a little rough weather the first two days out from Yokohama," said Secretary Knox. "The fact is, we were chased by the big typhoon that did so much damage to the country, but the Maryland is a good ship to be at sea on in a storm."

"The ceremonial part of our visit was most impressive," continued the Secretary. "The whole nation mourned sincerely for the dead emperor. The suicide of Count Nogi caused a great sensation, coming just as it did, and created much comment and speculation."

"How about politics; what's the news?" asked the Secretary of the Star-Bulletin reporter, "beating him to it" with the question. "I'm really asking for information," Mr. Knox added, for you must remember that we haven't seen a paper for days, and are completely out of touch with world news and mainland affairs. Don't question me, for I really don't know a thing. Mexico, politics, San Domingo—it's all a closed book to me."

"We made a fast run from Yokohama to Honolulu," said Rear Admiral Miller yesterday. "We got some exceptionally good coal aboard on the former port, and this enabled the Maryland to do some great steaming. We arrived almost a day before we expected to when we started out. The outside edge of the typhoon was the only incident of the trip worth mentioning."

The Maryland will probably finish coaling tonight, and will pull out some time Friday, probably early in the afternoon, but the exact time depending on the convenience of the two cabinet ministers who will be passengers, accompanied by their respective parties.

Navajo Will Salute.

There was a great booming of guns this afternoon when the party left for Pearl Harbor on the Navajo. In fact, had all the high civil and naval officers been accorded the salutes they were entitled to, the start would have been much delayed. As it was the two cabinet officers were given the nineteen guns each that is their due, and the firing of these 38 shots took up quite enough time and made enough noise. Had Governor Frear taken his seventeen and Rear Admiral Reynolds his thirteen, the population of the wa-

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Wednesday, October 2.
SAN FRANCISCO—Sailed, Oct. 2, 1 p. m., S. S. Honolulu, for Honolulu.
ASTORIA—Sailed, Oct. 1, schr. Melrose, for Honolulu.
KAILUA—Arrived, Sept. 29, bk. Albert, from Port Ludlow.
HONOIPU—Arrived, Sept. 29, schr. Defender, from San Francisco.
AHUKINI—Sailed, Oct. 1, schr. Kona, for Hana.

terfront would have thought that Duke Kahanamoku was leaving on another title hunt.

The parties of Secretary of State Knox and Secretary of the Interior Fisher, which met in Honolulu yesterday, will leave together about midday Friday for the mainland. It has been practically decided to eliminate the trip to Hilo and the volcano, as the result of the report from the latter point that the crater is not very active at the present time.

As the guests of Rear Admiral Cowles the two cabinet officers, their families and retinues this afternoon are taking a trip by boat to Pearl Harbor. They will return this evening in time to be present at the polo dinner at the home of Princess Kawakana. So far tomorrow's program on the island includes nothing further than luncheon at Schofield Barracks. It has not been decided whether the Maryland will sail before or after luncheon Friday.

BOWER TO A HIGHER COURT

G. A. Bower, charged with fast and reckless driving of an automobile along Kalakaua avenue, waived examination in the district court when brought before Judge Monsarrat. Bower will plead before the circuit court when his case comes to trial. The defendant is represented by Attorney Leon Straus.

Ah Fook, a Chinese alleged to have committed assault on a fellow-countryman, was after a long-drawn-out hearing in Judge Monsarrat's court fined ten dollars and the court costs. Attorney Rawlins prosecuted the case while Attorney Straus looked after the interests of Ah Fook.

Found guilty of headless driving of a machine, J. Ferrage was fined \$35 in police court this morning. Ferrage drives a car at the Miller garage. He is alleged to have run down a Japanese riding a wheel. A civil suit, it is said, will be instigated in the matter.

PALAMA SETTLEMENT BUILDING NEARING END

The interior work on the new building for the Palama Settlement is nearing completion and the building will be ready for occupation in a few days. The dispensary has already been removed to the basement of the new building and is doing a rushing business. Mr. Rath, head worker of the settlement, has made applications to have the streets of the district widened, as there have been numerous cases of eye-trouble caused by the dust. Eighty-five per cent. of these cases have been treated at the Palama and the Kauluwa dispensaries.

Tomorrow at the University Club there will be a meeting of the executive committee of the Anti-Tuberculosis League of Honolulu for the purpose of getting the people and the churches interested in the fight against the disease. This league will have charge of the sale of the Red Cross Christmas seals this year.

Laden with 715,000 feet lumber consigned to the City Mill Co., the American schooner Fearless, twenty-seven days from Aberdeen, Wash., is an arrival at the port. The vessel appeared off the harbor this morning and was inside the harbor and at her wharf shortly after noon.

According to the report of her skipper, the vessel encountered ten days of calms on the way down from the Sound.

WANTS

FOUND.

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FISHER HEARING

(Continued from Page 1)

cessions that he has made in his printed complaint as to my ability and honesty. I take this occasion also to express my appreciation of the courtesy and fairness which his attorney, Mr. Ashford, has shown during this investigation. While it is hard to be made the goat, as some have expressed it, at these hearings—I do not know but that I can stand that any Governor of this Territory must expect a liability to such things. It is known here that this is a thankless job, but, still, that is so anywhere. Again—still, I believe that a great deal of good is going to result to this Territory from this investigation, and I believe that it is a good thing to wash out the dirty linen; that it is a good thing to air these complaints; that it is a good thing for us to see ourselves as others see us, and that it will be valuable for this Territory to have such suggestions as you have made and coming from such a person as you. I believe that the result will be, referring to your address of yesterday, that more of the people of this Territory will come forward with a helping hand and not leave the brunt of things to others, reserving the right to take a crack at them for things which do not suit them. I believe that the result will be that the people of this Territory will not be so content hereafter to dwell on the minutes of the previous meeting, but will go forth with renewed zeal for the accomplishment of new business."

Ashford Makes Statement.

Mr. Ashford said:

"Although the hour is late, might I claim a few minutes of your time. "On behalf of both the Delegate and myself, I desire to reciprocate the pleasant things that have been said by Governor Frear of us. There weren't very many, but what there were very sincere. We desire to return to him and to his counsel the tribute of fairness and of courtesy that he has extended to us—I am free to say that the closer and more intimate association which these nearly four weeks have brought about—I am quite free to say, for cleared out of our minds, or at least the minds of some of us, many of the cobwebs—the mistakes that previously existed there. I am sure, I do not know to what extent the same fact may be true with reference to the other side of the controversy, but with reference to us—we are proud and perfectly willing to admit that many things that seemed to us at the time of making specifications to be serious, have in a large measure lost their seriousness as a result of the explanations that have been given by Governor Frear or others, and of the examinations and observations that we have been able to give to the circumstances themselves as we have proceeded upon our journey, especially around the group of islands."

"I entirely concur with Governor Frear in the belief that there are great advantages to be expected from this investigation. I desire at this point to accord to you the most sincere tribute of respect from both the Delegate and myself with reference to not only the absolutely unbiased and fair methods in which you have conducted this inquiry, but to the ability which you have shown and the determination to go to the bottom of things, and above that, the absolute indifference as to where the blows might fall. We expect, as I say, as a result of this inquiry, a great many good things. I think those things may be multiplied in proportion as you say it may be if desirable or if the time could be afforded to dwell upon them in any report which you may be able to make, but even if this incident should be absolutely closed today and not another word was written concerning it, I think there has been enough information come out from the hidden and secret places to so far enlighten our community as to matters heretofore unknown among us, that the result in this community alone will be a vastly better understanding as to what have been our conditions, what is the cause of some of them and what is the method by which they can be bettered or remedied."

It may be that if the Governor and the Delegate or those who represented him at the time had known each other better and had known each other's views better, that this investigation would not have been necessary, for the reason possibly that the matters may have been arranged between them and nothing in the shape of formal complaints would have been made. I say that is a possibility. I can speak for myself only when I say that when I was first brought into the controversy, when through the medium of a wireless telegraph I was called out of a sick bed and brought here to Honolulu to take the steamer here twenty-four hours later for Washington for the purpose of representing the Delegate in the matter, it was absolutely the beginning of my connection with the matter. From that point on I have so represented the Delegate as in my mind to entitle me to a certificate of fairness, and I am very glad indeed to see that the Governor considers me so entitled.

"Many of the cobwebs of misunderstanding have been cleared out by this investigation. Many of the things that seemed serious at the start have lost their seriousness. "I concur with Governor Frear that there are great advantages gained by this inquiry."

"It may be that, had the Delegate and the Governor known each other better personally, the inquiry might have never taken place." He told of his own connection with the case. There had been a deep-seated impression that personal motives were behind the charges.

"I desire to say in the hearing of all that there never has been at any time any such feeling or motive. "I had less faith in the outcome of this inquiry before it began, than I have had since the first day or two,

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when I learned of the masterful mind you have brought to bear upon it, and your masterful method of conducting it."

The question of the governorship, he thought, is of less moment than that of progressive work in the Territory.

After Mr. Ashford had finished, the secretary asked Kuhlho if he had anything to say. The Delegate said he had not, and Mr. Fisher closed the hearing with a very brief statement.

"My function in this matter is purely advisory in character," he said, "and all I can do is to advise the president in regard to the reappointment of the governor. I can say to you that I think I know what I will say to the president, but of course what is to be reported to the president cannot now be made public."

"I hope this investigation will clear up much of misunderstanding and straighten out some of the things that may have needed straightening out. "No governor must be left to play as lone a hand as your governor has been left to play here, and as perhaps he is by temperament rather disposed to play."

"All I can do is to help bring out the facts here so that you people of Hawaii can work out your own salvation. It must be worked out and worked out right. No other basis is going to do any good."

"I want to express to you my sincere appreciation of the help that has been given me here by all concerned, and the cooperation on all hands. It would have been, and it has been a very agreeable feature of my investigation. I thank you."

So with the mutual expressions of esteem, and the declarations of Governor Frear and Attorney Ashford that both sides now understand each other better than at the beginning of the investigation, the Secretary ended his hearings.

Day is Interesting.

The statements of both Mr. Thurston and Mr. Ivers were particularly interesting. Mr. Thurston was first called on to explain about the Hilo Railroad's acquisition of its forty-five acres of terminal at Hilo, and after dealing with railroad matters at length, he was asked about immigration, homesteading and general subjects which Mr. Fisher has been taking up. He declared that while present conditions do not favor homesteading, he believes a solution of the problems can be worked out and expressed himself as greatly in favor of working them out with governmental assistance. Mr. Thurston scored emphatically what he alleges is the policy of secrecy among Hawaiian planters regarding the publication of their experiment station data and reports, saying that he is utterly against this secrecy.

"There is no use disguising the fact that the general tone of the larger landholders has not been favorable to small holdings in their vicinity," he asserted. He favored legislation to regulate transportation matters by a public utility commission appointed by the Governor with the consent of the Senate, but opposed an elective commission.

Both Mr. Thurston and Mr. Ivers were asked at some length about the co-partnership of corporations here to evade the law against any one corporation holding more than one thousand acres of land, and both declared that there is no attempt to evade the law willfully or against public policy. Mr. Ivers said that as for the five corporations that Brewer & Co. people have recently formed and of which there has been much discussion, the whole five together do not hold one thousand acres of land, they were formed because various pieces of land lying close to five plantations had been owned by Brewer & Co. as an investment but it was now thought better to form the companies and to handle them more in connection with the plantations.

In immigration matters Mr. Ivers expressed himself forcibly. He told Secretary Fisher that the Filipino immigrants are adequately inspected for disease before they come here, and agreed with the Secretary that if there is any objection on the score that they are physically unfit, it can easily be remedied by arranging for an inspection that will be along the same lines and as rigid as the present immigration laws governing foreigners coming into the United States from any other country. This inspection, he agreed

also, should be made before the Filipinos leave. He denied any abuse of the laws and answered freely and fully several questions put by Ashford. He declared that Dr. Victor S. Clark has been given a free hand in immigration matters because he is an expert from the mainland without local bias in any degree.

Mr. Thurston asked permission from the Secretary to make a statement on the breaking open of the safe during the Japanese strike some years ago to get evidence against the strike leaders. Thurston